

T TRANSPORTATION NEWS

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On the cover:

Flight Services aircraft mechanic Randy Zumbahlen performs an inspection on a state-owned helicopter. These routine inspections help to insure the safety of pilots and passengers in state aircraft. More on the TxDOT's flight services on pages 8-9.

TxDOT photo by Stan Williams

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Straight Talk

Our challenge — our strategies

by **Mike Behrens**

Executive Director



Mike Behrens

The Texas transportation system has not kept pace with the needs of a rapidly increasing population.

It's happened over a long duration. What we do about it now is what matters. Our future transportation needs depend upon it.

TxDOT, for a long time, has been involved with building to meet the needs of Texans. We're going to be busier than ever as we implement our plan to meet Texas' transportation challenge.

Our needs are significant. In fact, planners have identified \$188 billion in needed projects to achieve better mobility by 2030.

Here's the problem — we estimate only \$102 billion will be available to meet those needs. The most immediate challenge will be beating that funding gap of \$86 billion.

A stopgap measure such as increasing the gasoline tax, which now pays 32 percent of our budget, would not help. The gas tax could be expanded 175 percent to 55 cents per gallon and include adding gas-tax money used elsewhere in the state budget and still not be sufficient to meet our maintenance and other critical expenses.

So how do we propose to meet the transportation challenge?

Strategies we will use include building projects sooner and at a lower cost by using new revenue and leveraging tools such as safety bonds, toll equity, toll debt, and the Texas Mobility Fund.

TxDOT will encourage community leaders to become partners in identifying and prioritizing transportation projects in their areas. It will enable local decision-makers to manage and finance the creation of the projects they deem most important.

Competition among businesses dealing with TxDOT will be stimulated by use of comprehensive development agreements.

The benefits of our plan are many. We will reduce congestion, eliminate unsafe conditions, expand economic opportunity, improve air quality, and improve the value of our assets.

TxDOT is making investment decisions based on consumer-driven solutions including the Rail Relocation Fund, user-choice toll lanes, and user-choice toll roads.

All of TxDOT is committed to the success of this plan. It is our present and our future, and we are moving forward. ★

Read, Clip, Save — Texans need a new approach to meet the demand for improved mobility. TxDOT has a plan to meet the Texas Transportation Challenge. Learn more: http://www.dot.state.tx.us/txdotnews/trans_challenges.pdf

Leaders share views in press

Editor's note: Transportation officials recently shared views with readers of several newspapers in the state. The following, presented in reverse chronological order, are excerpts from those statements, all of them meant to inform Texans on important topics.

■ Rebecca Davio

In a letter to the editor of the Houston Chronicle, published Feb. 16, Rebecca Davio, director of the Vehicle Titles and Registration Division, wrote:

"While specialty license plates benefit charitable organizations, fewer than 2 percent of Texas vehicles display these plates. ... The Texas Department of Transportation has contracted for the sale and marketing of certain specialty plates. While the contractor operates call centers, it will not be calling to sell Texans these plates. ... These centers will process orders, and the marketing will be accomplished through traditional media. Regarding the proposed fee increase, the purchase of these specialty plates is optional."

■ Hope Andrade

In a letter to the editor of the San Antonio Express-News, published Feb. 16, transportation Commissioner Hope Andrade responded to an idea expressed by one of the newspaper's columnists:

"[The columnist's] suggestion of encouraging less driving by raising gas taxes is not realistic.

"I have not heard an outcry from citizens for an increased mandatory fuel tax every time they fill up their gas tanks. Nor have I heard from local elected officials their willingness to file legislation that would increase our gas tax.

"I am fully aware that reducing traffic congestion will not be easy. Our plan is to use new financial options to accelerate needed

improvements, empower local leaders to solve regional problems, drive down cost through increased competition and demand consumer-driven decisions."

■ Mike Behrens

In a commentary published in the San Antonio Express-News on Feb. 5, TxDOT Executive Director Mike Behrens offered this:

"It is critical that we provide Texas with transportation systems that relieve congestion, that improve safety and air quality, and that contribute to the economic growth of the San Antonio area and the rest of the state.

"Right now, TxDOT has 49 active transportation projects worth more than \$754 million under way in Bexar County.

"But we can't spend all our money on new projects. Preservation and maintenance of the more than 79,000 miles of highways in Texas costs more than \$2.3 billion every year.

"Unfortunately, no region of the state receives enough state funding to fix the transportation problems it experiences. ...

"TxDOT and the Alamo RMA are evaluating proposals from private-sector partners that could free up precious tax dollars to help build needed projects in the San Antonio area. ...

"Ignoring facts leads only to delays in the delivery of needed improvement projects that will benefit the region. Ignoring facts leads to shortsighted planning. Ignoring facts means citizens of the San Antonio area will spend more and more hours sitting in traffic rather than being at home with their families or productive on the job."

■ Mark Tomlinson

In a guest column appearing in the Amarillo Globe-News on Feb. 2, Amarillo District Engineer

Do seat belts save lives?

Experts who have studied

this issue for more than 30

years say "absolutely."

— Mark Tomlinson

Mark Tomlinson responded to one man's views about the use of safety belts:

"[The] assertion that safety belts are not important in keeping vehicle occupants safe is dangerously false. There are excellent reasons, based on history and research, that departments of transportation place such emphasis in them. ...

"Unless they've been in a crash, most people cannot imagine the massive, violent forces placed on bodies during these collisions. For example, if you're driving at 30 mph, which seems unbearably slow for many people, and have a head-on collision, your body feels the same impact as if you'd fallen off a three-story building. Most serious collisions happen at more than twice that speed. ...

"Do seat belts save lives? Experts who have studied this issue for more than 30 years say 'absolutely.' ...

"Highways are carefully designed to work with the driver and the vehicle's safety system as well. Every element of the road, such as vertical and horizontal grades, super-elevation on curves, signing, striping, illumination, guard fences, crash cushions and the removal of fixed objects near the road are designed to work together with drivers to increase their safety.

"Should the decision to wear a safety belt be left to the driver? That's how it was in 1966, when the traffic fatality rate was almost four times that of 2004." ☼

Investors sought for I-69

TxDOT is seeking private investors to help accelerate development of Interstate 69 — one of the state's priority transportation projects.

At its February meeting, the commission gave the department the go-ahead to issue a request for qualifications for the development of the proposed I-69/Trans-Texas Corridor 69 project.

Proposers will be asked to submit statements detailing their experience in developing and financing transportation projects similar to I-69. These statements also would include a conceptual proposal describing how the proposers plan to finance, design, build, operate and maintain I-69.

Once the first step is completed, commission approval would be needed to continue with the next step —

issuing a request for detailed proposals. The two-step selection process for a comprehensive development agreement (CDA) could take approximately 15 months to complete.

With no funding set aside for construction on I-69, a CDA would allow development of the entire 600-mile multibillion dollar project from Northeast Texas to Mexico to be accelerated. Even with private-sector resources to fund the project, state transportation officials stress I-69 will remain a state-owned project.

On a parallel yet independent track, work continues on the initial environmental study that would narrow the current study area to approximately four miles wide. Subsequent studies will be needed to determine a final route for the project. ★

TxDOT people battle wind-driven blazes

by Mike Cox

While many Texans stocked up on snacks and ordered pizza in preparation for watching the Rose Bowl, 124 TxDOT employees helped other state agencies battle a series of wind-whipped wildfires in Northwest Texas.

By mid-day on Jan. 4, with the No. 2 University of Texas football team poised to face the No. 1 University of Southern California Trojans that night in a football game that would determine the national championship, nearly a quarter million acres of the state had been blackened by wildfires since Dec. 26.

The Department of Public Safety's Division of Emergency Management reported 238 homes destroyed along with three fatalities.

Particularly hard hit were Callahan, Eastland and Wise counties. The Callahan County community of Cross Plains lost more than 100 homes and buildings in late December, while another blaze on

Letter from the editor

New Year's Day destroyed 42 homes and 100-plus other structures in Eastland County, devastating the town of Kokomo.

Also on Jan. 1, a wildfire ravaged Ringgold in Wise County, burning to the ground half of the houses in the town of 100 residents.

In addition to personnel committed, TxDOT threw four dozers, one loader, eight maintainers, six water trucks, and 82 trucks with trailers into the fight. Employees graded fire brakes and provided badly needed fuel to various volunteer fire departments in the stricken areas.

As was the case during Hurricane Rita, the TxDOT response was overseen by the Maintenance Division's Scott Alley.

Forecasters say lack of rain, low humidity and high winds likely will result in more fires in March and April.

■ See Page 14

TNotes

At its January meeting held in Conroe, the Texas Transportation Commission:

■ authorized a \$13 million construction project that will improve roads around the Red River Army Depot in Bowie County. The move is part of the state's commitment to build new roads and other infrastructure to support expanding military operations throughout Texas. Said Gov. Rick Perry, "Once completed, these projects will relieve congestion and take the strain off existing local roadways and improve the depot's access to I-30 so that employees can respond more effectively to repair and maintenance demands in support of expanded missions it has received to support the global war on terrorism."

■ approved granting up to \$12.25 million in toll equity to the Northeast Texas Regional Mobility Authority. The money would fund the design, engineering, traffic and revenue, legal and financial services to develop the Loop 49 project in Smith County. By using toll equity to finance the project, construction could be completed 20 years sooner than by using traditional funding means.

■ held a discussion to begin outlining the department's state and federal legislative priorities for the near future. TxDOT is working to accomplish five goals: reduce congestion, eliminate unsafe conditions, expand economic opportunity, improve air quality, and increase the value of transportation assets.

— Judith Curtis, associate editor

Campaign backs registration: 'Put Texas in Your Corner'

Texans drive almost 450 million miles a day — over 164 billion miles annually — on highways, roads, and bridges that connect every city, town, and corner of the Lone Star state.

A vital share of the funds needed to build and maintain this elaborate transportation system comes from vehicle-registration fees.

Required by law, Texas drivers each year pay these fees to register their cars, trucks, trailers, and motorcycles. Problem is, though, more should be paying.

TxDOT has learned that every year more than 720,000 Texas vehicles travel roads and highways with expired registration stickers. As a result, the lost revenue deprives Texas of more than \$43 million annually.

Further, studies indicate Texas loses an equal or greater amount because newcomers fail to register vehicles within the required 30 days.

Armed with information from parking-lot studies, focus groups, and 1,500 telephone interviews, TxDOT is embarking on a two-year bilingual effort to urge drivers to "Check the Date, Love your State" and to "Put Texas in Your Corner."

"Research has shown," says Rebecca Davio, director of TxDOT's Vehicle Titles and Registration Division, "that the vast majority of Texans who fail to comply with the requirements are not intentional evaders; they simply forget to register. They know they should, but they have no strong feelings to act. Once they learn where the money goes, they're far more likely to do their part."

According to the research, this "gentle reminder" may be all Texans need. When reminded to check the date on their sticker and reassured that their hard-earned money goes to build and maintain

roads and bridges, drivers show a willingness to "stick up for Texas."

"Putting Texas in your corner speaks to pride in Texas and your community," Davio says. "TxDOT and the tax assessor collector offices are here to assist all vehicle owners with easy and efficient registration."

And newcomers to Texas get on board after they learn the reasons and requirements of vehicle registration.

Why the fall-off in compliance? Much of it can be traced to apathy or procrastination. Research also shows there is a great deal of confusion as to the steps involved to register a vehicle. Consider that newcomers first must get a safety-inspection sticker, which requires a driver license and proof of insurance.

Then these vehicle owners go to the county tax assessor-collector, where they pay for and receive a vehicle-registration sticker. Then they visit the local Department of Public Safety office to apply for a Texas driver license.

To be sure, the process is easier for established residents. Usually they can return the registration-renewal notice with a check by mail.

"The vast majority of Texans who fail to comply with the requirements are not intentional evaders; they simply forget to register."

— Rebecca Davio

When drivers properly register their vehicles, 30 percent of the registration fee returns to the county in which it's collected. That money then can be used for local construction programs.

"Transportation projects serving all Texans rely in part on vehicle registration fees," says Davio.

With the campaign now under way, Texans will begin seeing and hearing the messages through television, radio, outdoor advertising, point-of-sale posters, and local efforts at sports events, concerts, and auto shows. ★



Put Texas in your corner.™

Proper registration of vehicles in Texas means more funds available for a variety of transportation projects in the state. Hundreds of thousands of vehicles each year travel with expired registration. A campaign now under way encourages drivers to keep vehicle registrations up-to-date for everyone's benefit.

More tires in Texas face recycling

With each passing year, TxDOT is doing its part to reduce stockpiles of scrap tires throughout the state. The task is not easy. Each year, Texans generate 24 million used tires — one scrap tire for each person. Working independently and with the Texas Commission on Environmental Quality (TCEQ), both agencies have promoted scrap-tire disposal alternatives, like tire-derived fuel and the increased manufacture of rubber-based products for use on Texas roadways.

In 2005, more scrap tires were beneficially used or legally disposed than were generated in Texas. The number of scrap tires disposed or recycled was 28.1 million — that's 3.7 million more than were generated in Texas. But TCEQ estimates that 32.9 million scrap tires lay in storage facilities and illegal dumps. To reduce these stockpiles, the state of Texas allows the limited placing of scrap tires in landfills, the burning of tires for tire-derived fuel, use in land reclamation projects, and shredding tires into crumb rubber for use in consumer and roadway projects.

The largest single demand for scrap tires in Texas is tire-derived fuel, which accounts for 60 percent of Texas' scrap tires consumed in 2004. Whole and shredded scrap tires have been an increasing source

The largest single demand for scrap tires in Texas is tire-derived fuel, which accounts for 60 percent of Texas' scrap tires consumed in 2004.

of fuel for Texas industries like cement kilns, paper and pulp mills and electric utilities.

The second largest use of scrap tires in Texas is for land-reclamation. Scrap tires are used as fill material in civil-engineering projects.

Scrap tires in Texas also are used for crumb-rubber products. Crumb rubber is finely ground tire rubber used in rubberized lumber, running tracks, playground surfaces, and other rubber products. It is also used to modify asphalt, which is where TxDOT comes in. With the development of new processing capabilities and expanding use in Texas roadways, the amount of scrap tires turned into crumb rubber is increasing.

Many TxDOT specifications call for blending crumb rubber into asphalt to enhance its material properties. TxDOT's largest use of crumb rubber is in the asphalt for

chip seals, a layer of rocks and asphalt that adds years of life to a roadway especially when crumb rubber is added.

TxDOT also uses crumb rubber in some types of hot-mix asphalt pavement to make it more resilient and, in some cases, quieter. Crumb rubber also finds a use in crack sealer, which contains about 22 percent rubber.

Among all these uses, projects overseen by TxDOT that were awarded in fiscal year 2005 will consume as much rubber as in 2.5 million tires.

Other widespread and growing uses of crumb rubber at TxDOT are molded-rubber products such as guardrail spacer blocks and delineator posts.

In addition to these, TxDOT is pioneering the use of tire bales comprised of about 100 whole tires compressed into about 2 cubic yards. TxDOT uses these lightweight, porous building blocks to stabilize or construct embankments.

Editor's note: Marcus Cooper, recycling outreach coordinator with the General Services Division, provided this article based on the TxDOT report to legislators ("Progress Report on Using Scrap Tires and Crumb Rubber in Texas Highway Construction Project"). He can be reached at 512-302-2427.

Accident claims TxDOT inspector

AUSTIN — Sean Hayes, a TxDOT engineering specialist since 1994, died Jan. 15 after walking in front of a pneumatic roller at a construction project in Williamson County.

The on-the-job accident occurred at RM 1431 and Bagdad Road in Cedar Park. Witnesses said Hayes, a military retiree, walked in front of the 25-ton machine as its operator was backing it up.

Working out of the Georgetown Area Office, Hayes had been inspecting hot-mix operations at the time of the accident.

"We are all stunned by this tragic loss," Austin District Engineer Bob Daigh said. "There are no words that can make things right. ... We can only press forward in living our lives and doing our jobs, safely, with integrity."

The 49-year-old Austin District employee is survived by his wife, Robin, four children and two grandchildren.



TxDOT often makes news. Here are some highlights, summarized from media reports in recent weeks.

■ TxDOT provided \$2 million to fund the Center for International Intelligent Transportation Research in El Paso. The center will research when and why goods move across international borders. Operated by the Texas Transportation Institute, the center will employ 10 researchers. (Austin American-Statesman, 12/14/05)

■ The first half of the new \$136 million Galveston Causeway is on schedule to open in March. The other half, to be completed by 2008, will be built where the existing causeway stands. (Galveston County Daily News, 12/28/05)

■ The conversion of Highway 35 from two lanes to six from Angleton to West Columbia in Brazoria County (Houston District) should be complete by spring. The other phases of the project stretching to the Matagorda County line are ahead of schedule and should be complete by the end of the year. (The Brazosport Facts, 1/12/06)

■ A bat sanctuary has been created under the new SH 130 toll road to provide a home similar to Austin's Congress Avenue bridge habitat, a part of TxDOT's Bats in Bridges program. The eight roosts will cost \$40,000 to install under toll-road bridges, and was undertaken by contractor Lone Star Infrastructure. (Taylor Daily Press, 1/20/06)

■ The ribbon was cut Jan. 30 celebrating the opening of new parkways and other highway improvements to carry cargo and

employees to the Toyota Plant opening on San Antonio's south side. TxDOT contributed more than \$15.5 million of the \$62 million cost for the project, with Bexar County supplying the remaining funds. (San Antonio Express News, 1/31/06)

■ TxDOT awarded the Aransas County Airport more than \$2.9 million to repave a runway and install new lighting. The grant will fund the first part of a three-phase improvement project at the airport, which supports 80,000 operations a year. (Corpus Christi Caller Times, 1/31/06)

■ The Texas Transportation Commission, at its January meeting, approved about \$1.2 million for pavement improvements for Galveston's Scholes International Airport. (Galveston Daily News, 2/2/06)

■ TxDOT says work on Spur 527 and U.S. 59 in Houston's Montrose area should be completed in June or July rather than December. The new outbound lanes on both U.S. 59 and the spur likely will open first on one weekend followed by the inbound lanes and HOV lanes several weekends later. (Houston Chronicle, 2/4/06)

■ A \$39 million project to build three new lanes on each side of SH 360, between Grapevine and Euless, was completed four months ahead of schedule. The expansion is expected to accommodate more than 121,000 vehicles a day by 2025. (Fort Worth Star Telegram, 2/7/06)

■ TxDOT has put the U.S. 67 rehabilitation in Brownwood and Early on the fast track. The \$2.65 million project is set to begin in

August with completion expected in one year. Median barriers will be built to increase traffic safety at the intersection of U.S. 67 and U.S. 377. (Abilene Reporter News, 2/15/06)

■ In an editorial with the headline *Interstate System's Future Demands Bigger Thinking*: "In discussing Texas' bold plans for the Trans-Texas Corridor, [TxDOT] Executive Director Michael Behrens said: "The main lesson is to think big for the future so that you don't exceed capacity any time soon.... We should have been thinking bigger when we built the interstate system."

"Behrens has a point. As we look back 50 years to the birth of the interstate system, we should learn from history and try to think big for the next 50 years. ...

"Building a road quickly and efficiently, and also to last, is not impossible. That's where the private sector comes in. For a country that leads in free enterprise, we are surprisingly far behind the rest of the world in private investments in infrastructure.

"State transportation departments like ... Texas are leading the way in publicprivate partnerships. Federal highway officials have pushed for private dollars and innovative financing to build roads. Greater acceptance of tolls — provided the motoring public gets what it's paying for and has choices about paying — is inevitable. We must allow for greater freedom in private investment to give our transportation infrastructure a revitalizing boost, with greater flexibility to leverage bonds, tolls and private dollars." (Engineering News Record, 1/16/06) ☼



Flight Services employees (from left to right): Bill Prokopik, Bill Wittie, Gregory Allen, Berl Mumy, Carol Basey, Natalie DeFrees, Don Ramsey, Maxine Alcala, Bob Rodel, Randy Smedley, Frank Netardus, David Hardin, Randy Zumbahlen.

No lines, no delays, no layovers ... and if

Austin-based Flight Services maintains state's air fleet; 22 join Aviation Division

by **Judith Curtis**
Associate Editor

Welcome aboard, Flight Services.

TxDOT has taken under its wing, so to speak, the state agency that flies state workers and officials to work-related meetings in the state and sometimes beyond its borders.

The former Aircraft Pooling Board, along with 22 employees and 9 airplanes of various sizes, now is part of TxDOT's Aviation Division with a new name: Flight Services. It is located at Austin-Bergstrom International Airport.

Texas, with its 254 counties spread over more than 268,000 square miles, takes up about 7 percent of the total water and land area of the United States. And, according to the Texas Almanac, the longest north-south distance is 801 miles long — from the northwest corner of the Panhandle to the extreme southern tip below Brownsville. From east to west, Texas spreads out 773 miles at its widest — from the extreme eastward bend in the Sabine River to the extreme western bulge of the Rio Grande above El Paso.

(For comparison: California is 770 miles long and 250 miles wide at its most distant points, Florida is 500 miles in length and 160 miles at its widest, and Alaska is 1,480 miles by 810 miles.)

In a place as big as Texas, that makes air travel more a necessity than a creature comfort.

"One of the biggest misconceptions (about a state airplane fleet) is that people see the aircraft as a luxury," says Don Ramsey, aircraft operations director. "But in fact, it's a tool to help Texas state employees efficiently do their job."

Ramsey says that many people erroneously believe that "all we carry is the governor and other high-ranking officials." In fact, he says, "Our aircraft recently allowed employees to go to Del Rio, Ozona and San Angelo in one day conducting state business at each stop."

On that particular trip, workers from the Texas Workforce Commission gave seminars to employers on such topics as wage and hour laws, unemployment insurance and employment issues.

Says Renee Miller, legal counsel to TWC member Ron Lehman, "Getting to Alpine is almost impossible," without the state plane. Using Flight Services, she says, TWC staff reach more employers, helping more Texans. And, she says, "It's always service with a smile."

John Gillen, program specialist with the Texas Commission on Environmental Quality, says that use of state planes saves precious worker time.



Bill Wittie



David Hardin, Randy Zumbahlen and Tim Wilhelm

you want peanuts, they'll find you some

"It lets us, along with our staff, come to work in the morning, stay till 2 or 3 in the afternoon, then go to the airport and fly in to our meeting and get home the same night," she says.

Because Gillen's meetings are at night, using the state plane eliminates the cost of motels and some meals. What's more, Gillen and his TCEQ colleagues are back in the office by 9 most mornings following a trip out of town.

"It's a real time saver for the state," he says.

Ramsey notes, for example, that traveling by commercial airline from Austin to Laredo, takes at least 9 hours, including early airport arrival and delays.

"In our aircraft you spend a total of 2 hours traveling," he says.

"That aircraft is a tool, like everything else," he continues. "State cars, computers, they're simply tools. And with these aircraft," he says, "we can get the people of Texas the representation and attention they deserve from their state government." ★

■ For more information:

<http://www.dot.state.tx.us/avn/aircraft/aircraft.htm>

TxDOT's Flight Services features top mechanics

TxDOT's Flight Services Section helps transport state employees from place to place quickly, and it makes sure they're safe when commuting some 20,000 or 30,000 feet in the sky by maintaining state aircraft.

In addition, the section maintains helicopters and airplanes for other state agencies, such as the Department of Public Safety and the Texas Parks and Wildlife Department.

In the 21 years the state has offered flight service, its planes have flown more than 10 million miles carrying 200,000 passengers accident-free.

Partially due to well-trained pilots, the safety record also points to the skill of Flight Services' maintenance crew.

"We have some of the best mechanics anywhere," says Dave Fulton, Aviation Division director.

Flight Services maintains all of the state's 38 airplanes and helicopters. That includes the Eurocopter that the Department of Public Safety just bought — with money seized from illegal drug deals — to catch bad guys, rescue flood victims and search for lost children. From King Airls to Cessnas, the state planes take governors, directors, auditors and other state employees to places like Paris, Memphis and Athens — Texas, that is. ★

Don't Mess with Texas — or success

Effort cleans up roadsides over 20 years

by **Bill Powell**

TxDOT Public Information Office

TxDOT spends more than \$36 million yearly to clean up trash along our highways.

The reason this effort doesn't have an even higher price tag is a consumer-education program — Don't Mess with Texas — aimed at potential roadside garbage-tossers.

How did the program begin?

"The Cotton Bowl is where Don't Mess with Texas got its start," said Doris Howdeshell, director of TxDOT's Travel Division, which helps oversee the program.

"We aired the first spot, featuring Stevie Ray Vaughn ... in 1986." Twenty years later, the Don't Mess with Texas program was commemorated with a new celebrity-filled television spot during the 2006 Cotton Bowl football classic.

Don't Mess with Texas has achieved success over the years by continuing its simple message that reminds Texans to keep their litter in the car and off the roads.

The program has helped cut roadside litter from an estimated 1.25 billion pieces to 827 million pieces — a 33 percent reduction since 2001. The total reduction of litter since 1986 is more than 50 percent.

"We are encouraged by these results because it indicates our efforts are working," Howdeshell says.

Litter on Texas roadways is broken into various categories. Food packaging is one of the most common throwaways, with fast-food wrappers and associated items (napkins, etc.) constituting 29 percent of all litter.

Since 2000, the number of cigarette butts has been reduced by 10 percent. But tobacco packaging and products still make up a third of roadside litter.

The "Visible Litter Survey," sponsored by TxDOT, was done at sites where litter accumulates. Each 750-foot-long roadway site that was surveyed had litter picked up, sorted and counted to determine how much trash had been dropped.

The study found that roads with more traffic accumulate more litter, although all road types saw a reduction of trash spread by drivers and their passengers.

Volunteer efforts by more than 3,800 groups through the Adopt-a-Highway program help keep roadsides clear of debris. But even the cleaning of each sponsor's two-mile section of state roadway at least four times a year can do only so much. These efforts, constituting 10 percent of the cleanup, save taxpayers \$4 million.

The other 90 percent of litter removal is done by state-employed contractors, not by convict labor, as some motorists might believe.

Despite increased litter consciousness, costs are rising. Reduction in litter hasn't been accompanied by a decrease in the cost of contractor services. As new roadways are added, especially those with medians, the amount of acreage to be cleaned increases. Travel Division

estimates that the

Don't Mess with Texas litter-prevention message reaches more than

22 million Texans each year. ☼



Litter by the numbers

- Annual accumulation of roadside litter dropped about a third since 2001.
- Soft drink cans, bottles, cups, straws and cup lids constitute 11 percent of all litter
- Litter reduction on state highways fell from 333 million items in 2001 to just more than 170 million in 2005.
- Most litter found (61 percent) can be identified by brand name. The three most common are Marlboro Light (18 percent) Marlboro (13 percent) and McDonalds (3 percent).
- Litter increases around busy areas such as convenience stores, shopping malls, strip centers and fast food restaurants.
- 95 percent of Texans recognize the Don't Mess with Texas slogan, but only 71 percent know the correct anti-litter meaning.

Source: www.DontMessWithTexas20.org

KARE aid draws thanks from storm victims

Campaign raises nearly \$90,000

by **Judith Curtis**
Associate editor

Following last year's devastating hurricanes, TxDOT employees set up the Katrina Assistance Relief Effort (KARE) fund, to help out the employees of departments of transportation in Louisiana and Mississippi who had lost their homes or belongings. After Hurricane Rita hit Texas, department employees whose homes and belongings were lost or damaged became recipients.

Close to \$90,000 in donations was disbursed to hurricane victims in time for the end-of-year holidays. Of that amount, nearly \$8,000 went to employees of the Mississippi Department of Transportation, some \$29,000 helped workers from the Louisiana Department of Transportation, and more than \$50,000 was distributed to 85 TxDOT employees, primarily from the hard-hit Beaumont area.

A review of the thank-you notes TxDOT is getting from those receiving KARE aid, recipients are more than grateful. They know TxDOT employees helped when they were most vulnerable and most in need of the friendship shown by their fellow transportation workers.

Here are some of their comments:

■ "Without people like you that give to funds like this, there would be no hope for people like me that need the help like this." — an employee of the Beaumont district

■ "We were so grateful for your consideration of us for the donation of \$1,217. It could not have come at a better time. We had no help from FEMA or from the Red Cross, but with faith and trust I knew that something would come along." — Tim Jones, Beaumont District employee

■ "I was surprised to open my mail and see a check written out to me. It has been such a hard time on me and my daughter. ... Hurricane Katrina has taken away my home. ... I can't thank you enough for the donation. ... Hopefully by the time you read this letter I will be out of Alexandria, LA, and back to New Orleans in my FEMA trailer. There is no place like home." — Kirsten Ludwig, Louisiana

■ "They say everything is bigger in Texas, and this certainly rings true when it comes to TxDOT's heart. ... The tragic aftermath is beyond belief, but your significant contribution has certainly gone a long way in helping our employees rebuild their lives. From one DOT family to another, if there is anything we can ever do to return your generosity, please immediately let us know. — Johnny Bradberry, Secretary of Louisiana Department of Transportation

■ "As a result of your kindness, our employees are now better able to continue to improve the transportation systems of South Mississippi without the heavy burden of their personal losses. ... Your friendship and support of the MDOT family mean a great deal to our employees and to me personally." — Larry Brown, executive director, Mississippi Department of Transportation ★

■
TxDOT recently received a resolution from the Mississippi Transportation Commission and two videos from the Mississippi DOT to say thanks for our contributions through the KARE fund.

You can view these videos on TxDOT's main intranet page. This effort made us all proud to be a part of such a fine "family."

Thanks again for all of your help.

— Mike Behrens,
TxDOT executive director



Hurricane Katrina



Service awards

***Editor's note:** To recognize their service, and to try to be sure we haven't left anyone out, this text includes corrected listings provided by the Human Resources Division for June and July 2005, which were in error in the July 2005 issue. The errors arose due to faulty computer programming. We apologize for the delay in publication — it has taken longer than expected to get to the problems' source. Thank you for your patience.*

■ DISTRICTS

Abilene

February 2006: 20 years — Cheryl G. Jones, 10 years — Phillip R. Escobedo, Clifton K. Holden, 5 years — Gary E. Smith, Shawn J. Wilke
January 2006: 25 years — Marlon D. Newberry, 20 years — Joel T. McCright Gary R. Miles, Norman A. Whitworth, 10 years — Darrett D. Sherman, 5 years — Jason J. Collett, Jerry F. Houghton, Danny Martinez
July 2005: 35 years — Melvin L. Norris, 25 years — Nancy W. Holland, 20 years — Michael L. Hardy, 15 years — Amy J. Hart, 5 years — Kyla K. McGuffin
June 2005: 30 years — Wayne V. Mize, 15 years — Bobby J. Henley Jr., 10 years — Robert L. White, 5 years — Chad W. Carter, J Inez Hernandez, Justin C. Herrington, Gary E. Shelnutt, Larry D. Sneed, Roy A. Sunday Jr., Ted F. Wende

Amarillo

February 2006: 25 years — Roy D. McGlohon 20 years — Dale A. Herbst, Larry D. Pool, 10 years — David L. Britten, Santiago Tercero
January 2006: 40 years — Larry B. Black, 10 years — Lester G. Smith, 5 years — Michael J. Ray
July 2005: 15 years — Joe W. Talley, 5 years — Victoria D. Gross, Roger M. Robbins
June 2005: 30 years — Royce J. Howell, 15 years — Harold E. Whaley, 10 years — Frank Figueroa

Atlanta

February 2006: 20 years — Leslie T. Davidson, Glenda A. Haugh, Marcus E. Sandifer, 5 years — Samuel Fields Jr., James F. Owens, Mark E. Pippen, Jennings B. Young
January 2006: 25 years — Samuel Thomas, 20 years — Keith D. Shelton, Rickie L. Shields, 15 years — Donald M. Caldwell Jr., 5 years — Charlotte C. Aslin, Derral J. Jones
July 2005: 20 years — Douglas J. Reiter, 15 years — Jim W. Teel, 5 years — Jerry C. Phillips
June 2005: 35 years — Boyd W. Daniel, 20 years — Mickey W. Davidson, 15 years — Edward W. Reddic, 5 years — Jamie E. Barnes, Charles D. Elliott, Roy D. Hanson, Kami K. Porray

Austin

February 2006: 20 years — Hollin D. Haberman, Joe G. Lantrip, Cecilia A. Stalmach, John R. Wagner, 10 years — Mark F. Herber, 5 years — Troy M. Phipps, Paul F. Shirocky, Felix Zapata
January 2006: 25 years — Linda D. Grunke, Lester R. Jackson, Marshall W. Voigt, 20 years — Thien T. Nguyen, James E. Petty, 10 years — Stephen M. Schmidt, 5 years — Derrick R. Schulze, Jose A. Solis
July 2005: 20 years — Dwayne A. Collins,

Thomas R. Nelson, David E. Thomson, Charles R. Vaughn Sr., 10 years — Robert L. Kempf, 5 years — Christopher W. Ake, Ngan K. Bui, Gary G. Cline, Cole G. Farmer, Jose F. Perez, David J. Walenta, Robert B. Wilson
June 2005: 25 years — Jeffery D. Tolson, 20 years — Richard D. Hull, Thomas J. Rickard, Mark J. Seerey, 15 years — Ryan A. Callaham, James E. Schneider, Cathy K. Wadkins, 5 years — Ronald E. Crawford, Dwayne M. Halbardier, Kyle L. McCoy, Jeffrey C. Morris

Beaumont

February 2006: 15 years — Richard P. Guillory, 10 years — Edward M. Anderson, David D. Collins, Donald V. Dillard, James E. Goodwine, Mary L. Stovall, 5 years — Samuel L. Henry, Peter C. Jungen, Robert E. Riggs Sr.
January 2006: 20 years — Stephen C. Sell, Gary L. Soileau, 5 years — Joseph M. Orsot, Robert E. Twine
July 2005: 20 years — Gregory K. Casmire, 15 years — Joe A. Felan, Charlie C. Wallace, 5 years — James S. Garison
June 2005: 35 years — William F. Leopard, 20 years — Phillip Lujan, 5 years — Richard L. Guillory Jr., Clifton C. Louviere Jr., Peter P. Romano

Brownwood

February 2006: Brownwood District, 20 years — Jeffery T. Jones, 5 years — Kenneth W. Arp
January 2006: 25 years — Robert E. Rice, Alva C. Witcher Jr., 15 years — Gordon L. Harkey, Katherine S. Kunkel, Willie L. Williams, 10 years — Tonya M. Tarrant, 5 years — Raul Hurtado
July 2005: 20 years — Edward D. Jones Jr.
June 2005: 25 years — Rickey C. Payne, 15 years — William M. Bradshaw, 10 years — Andy B. Skiles, Pless E. Stuessy

Bryan

February 2006: 25 years — Janice R. Robbins, 20 years — Henry C. Schroeder, 15 years — Randy G. Schoppe, 10 years — Paul W. Hammons, 5 years — Phillip J. Higgins, Ronald G. McCord
January 2006: 25 years — James D. Herzog, 20 years — Leroy D. Batts Sr., Arlee G. Boring, Sherrell K. Fox, 15 years — Danny R. Gurka, Jerry D. Pope Jr., 5 years — Joseph R. Brewer, Kenneth N. Jones, Darrel L. Welch
July 2005: 40 years — Donald P. Green, 10 years — M. K. Soucek, 5 years — Richard Z. Jenkins
June 2005: 20 years — Henry C. Hubnik, Dina S. Miller, 15 years — John S. Byrd, 5 years — Jennifer M. Mascheck, Cecelia L. McCord

Childress

February 2006: 20 years — Benny E. Osburn, Keitha B. Tiffin, 10 years — Floyd W. Belcher Jr.
January 2006: 25 years — Lynn H. Smith, 20 years — Carolyn M. Carrick, James E. Langford, John H. Liles, Robert L. Nichols, Barry L. Smith, Randy G. Swearingen, 10 years — Shari A. Thomason
July 2005: 20 years — Edwin L. Atchley, Mark A. Hightower, 15 years — Dwayne A. Culpepper, Gene Garcia

Corpus Christi

February 2006: 30 years — Roger D. MacKie 25 years — Paul D. McWilliams
 20 years — Noe L. Cabazos, Robert A. Contreras, Kip R. Dove, James D. Mitchell, William S. Randall, 5 years — Gilberto G. Olivarez, Michael J. Walsh
January 2006: 20 years — James D. Sexton, Gonzalo Trevino Jr., 5 years — Carlos O. Martinez

July 2005: 15 years — Sam W. Steen III, 5 years — Cesar C. Rodriguez
June 2005: 20 years — John R. Kelly, 15 years — Thomas W. Redding Jr., 10 years — Sherry D. Phelps, 5 years — David G. Livas, Ronnie C. Morin, Jose L. Soliz

Dallas

February 2006: 35 years — Ted L. Anderson, 20 years — Danny S. Clanton, Robert W. Delaney, Larry J. Gilbert, David K. McBride, 15 years — Tommy L. Johns, 10 years — Jimmy D. Bingham, 5 years — Michael D. Cates, Mark A. Neiman, Charles E. Smith, Jeremy D. Woods
January 2006: 25 years — Merita C. Hanna, 20 years — Jimmy W. Dennis, Travis W. Henderson, Glenda D. Miller, Andrew R. Oberlander, Joseph R. Pruett, 15 years — Lynn D. Lunski, Timothy D. Staples, Erma D. Wisham, 10 years — John D. Hudspeth, Albert Longoria, 5 years — Javier G. Cantu, Shyhteh D. Lee, Regaynal L. Poplion, Carl R. Singleton
July 2005: 35 years — Tom H. Watters, 25 years — Arthur R. Nance, 20 years — Wesley G. McClure, Sylvia S. Tolbert, Michael D. Wellman, 15 years — Timothy T. Abbey, David R. Carr, Christopher E. Gregory, John T. Inman, John H. West, 10 years — Harold W. Kerksieck, Juan A. Perez Jr., Dion O. Porath, 5 years — Damon C. Cronk, Russell A. Emerson, Anhnguyet T. Nguyen, Robert J. Williams Jr.
June 2005: 20 years — John A. Babovec, James K. Barnes, Chris W. Behnke, Steven W. Chambers, Milton T. Marr, Brenda N. Stefka, 15 years — James R. Brummett, Clay E. Chambers, George Edinbyrd Jr., Alan S. Radaaydeh, Susan S. Saghian, 5 years — Maher Karam, Matthew J. Phillips, Linda L. Ross

El Paso

January 2006: 20 years — Edgar E. Fino, Jose L. Reyes Jr., Jose G. Sanchez, 5 years — Marthisela Carr, Oscar Muniz
July 2005: 20 years — Roberto Cardoza Jr.
June 2005: 20 years — Hector Chanez Jr., Thomas M. Hughes, Roberto P. Saenz, 5 years — Jessie L. Dycus

Fort Worth

February 2006: 25 years — Bobby L. Triplett, 20 years — William O. Igbini, Rohit T. Parikh, 10 years — Paul A. Worlow III, 5 years — Gregory T. Rose
January 2006: 25 years — Robert L. Kinney Jr., 20 years — Randall L. Bowers, Gary M. Langley, Barton S. Wilson, 15 years — David J. Bullard, 10 years — Curtis F. Loftis, 5 years — Theresa M. Estrada, George L. Nunn
July 2005: 40 years — James C. Sawey, 20 years — Lisa C. Ferguson, Billy R. Warren, Richard L. White, 15 years — Phillip E. Branch, David W. Martin, 5 years — David R. Oster
June 2005: 20 years — Jimmey F. Bodiford, Richard L. Sessums, 15 years — James R. Goolsby Jr., 5 years — Deedee L. Morales

Houston

February 2006: 25 years — Bernard J. Murphy, Victor E. Vann, 20 years — Rosina A. Busa, Luis E. De Los Santos, James A. Heacock, Lance Humbarger, Leslie B. Jarosz, Dora T. Jones, David Munoz, Douglas G. Streetman, Morris M. Towns, Jose A. Yrigoyen, 15 years — Dalia M. Maradeo, 10 years — Isaac B. Mooshabad, 5 years — Jairo G. Garcia-silva, Dedrick D. Knighten, Naaman Ontiveros, Pete Sanchez, Ryan K. Smith, Robert G. Smoot, Huey-wen Song

■ See Page 13

Continued from Page 12

January 2006: 25 years — Carlos F. Camacho, Larry O. Felder, Guillermo I. Moran, Bernard J. Murphy, Johnny D. Salcido, Michael W. Williams, 20 years — Ricky W. Christopher, Roy A. Johnson, Earnest North Jr., Alex J. Pinyozy, James M. Ross, Frank E. Taylor, Jeanette J. Tryner, Maureen M. Wakeland, 10 years — Mauricio Sanabria Lopez, Cindy S. Smith, 5 years — Brian P. Alcott, Vernon D. Crawford, Joseph W. Kravetz, Jeffrey A. Kreider, Lawrence E. Martin, Yolanda Pacheco
July 2005: 35 years — Miguel A. Garcia, 25 years — John M. Gaynor, 20 years — Seyed M. Alavi, Kenneth W. Baird, Albert F. Brewster Jr., Jesse M. Gutierrez, Mark D. Patterson, Anthony L. Sienkiewicz, Edward C. Stelchek, Joyce J. Wu, 15 years — Bobby B. Cayton Jr., 10 years — Dan N. Fulghum, Joseph F. Snyder, Leonard D. Ward, 5 years — Bruce E. Cash, Martin D. Corona, Keisha R. Ervin, Thressa L. Griffin, William M. Hausman, Robert A. Munger, Nohemi S. Ruiz, Melvern Scott, Audie W. Wilson
June 2005: 30 years — Louis Hawkins Jr., 25 years — Delvin L. Dennis, Sara E. Moreno, Clyde D. Moss, 20 years — Sharmarion E. Brown, Mark E. Holt, Lavada H. Murphy, Carlos M. Olmos, David P. Peeples III, Issam C. Talje, Adrian O. Tamayo, 15 years — Martin L. Seets, 10 years — Gary L. Kimmy, 5 years — Hugo A. Alvarado, Jaime E. Castaneda Jr., Ching H. Chiu, Socrates B. De Los Santos, Stella P. Flores, Frederick J. Moore, Wanda D. Smith, Kimberly A. Straughter, Narciso D. Suayan, Lewis L. Walden

Laredo

February 2006: 30 years — William A. Boatwright, 10 years — Lorenzo T. Galvan III
January 2006: 25 years — Francisco J. Hernandez, 20 years — Hector Chapa
July 2005: 10 years — Jose M. Benites, Patricia Carrillo, Martin Mendez, 5 years — Blanca N. Castro, Leandro Duran
June 2005: 25 years — Manuel C. Martinez Jr., Martha P. Medina, 15 years — Luis Flores Jr., 10 years — Elsa I. Gonzalez, Melisa D. Montemayor

Lubbock

February 2006: 25 years — Bobby L. Payne, Steven P. Warren, 20 years — Gary L. Vick, 10 years — Glenda F. Ellis, 5 years — Russell C. Smith
January 2006: 20 years — Donnie V. Blakely, 15 years — Eugene Reed, 10 years — Adam E. Gonzales, 5 years — Jeremy T. Dearing, Richard V. Martin, Kristi L. Schwartz, Michael E. Wittie
July 2005: 30 years — Gregory N. McNabb, 25 years — Taina Y. Barrett, 20 years — Ricky L. Nieman, 5 years — Domingo Q. Saldana
June 2005: 25 years — Harold W. Roller, 15 years — Sherry Z. Turner, 5 years — Ruth A. Roller

Lufkin

February 2006: 25 years — Larry E. Wilson, 10 years — David L. Russell
January 2006: 25 years — Carl W. Horne Jr., 20 years — Roger W. Flanagan, Cecil J. Frost Jr., 5 years — Kenneth W. Ashby
July 2005: 25 years — Donald R. McBride, 10 years — Dexter B. Richards
June 2005: 30 years — Shirley L. Reynolds, 20 years — Gilbert R. Herndon, 15 years — Kevin L. Harbuck, Juan R. Molina, Travis D. Rogers, 10 years — Zebby C. Gray, 5 years — Justin M. Anderson

Odessa

February 2006: 25 years — William E. Brown, 10 years — Ciro A. Baeza, 5 years — Elaine D. Munoz
January 2006: 10 years — Alfredo G. Herrera, Manuel Ortiz, Daniel E. Ramos, Hector H. Tarango, Cody B. Woodard
July 2005: 15 years — Ruben L. Reyes
June 2005: 20 years — Daniel L. Dalager, Rosalio S. Munoz, 15 years — Robert C. Watts, Laurie G. Williams, 5 years — Robert S. Garza

Paris

February 2006: 20 years — Deborah L. Cordell, Kathy G. Dyer, Ralph C. Miser, Michael R. Williams, 10 years — Jonathan D. Champe, Jason L. Chennault, 5 years — Christopher B. Gilbreath
July 2005: 20 years — Kenneth M. Jock, Ricky J. MacKey, 10 years — Carlos O. Gilstrap, 5 years — Jodie D. Doran, Bruce W. Thompson Jr.
June 2005: 20 years — William F. Englutt, Robert C. Slider, 15 years — Brian K. Pope

Pharr

February 2006: 25 years — Luis De La Fuente, Palmira R. Gutierrez, 10 years — Rene Anzaldua, Rene R. Castro, Reynaldo P. Elizondo, Rodolfo Lopez Jr., 5 years — Jose A. Garcia Jr., Octavio I. Ramos
January 2006: 25 years — Luis De La Fuente, 20 years — Leonel Dominguez, Patrick A. Gonzalez, Saul R. Munoz, 10 years — Carlos J. Garza, 5 years — Norma A. Robledo
July 2005: 5 years — Yessica Berman, Juan Gomez, Alva G. Hernandez
June 2005: 25 years — Ramiro Cano, 20 years — Robert W. Delafuente, Eduardo Pedraza, Arnoldo H. Trevino, 15 years — Pedro Dela Rosa Jr., 5 years — Julie R. Brueberg, Arturo Lopez, Franklin Torres

San Angelo

February 2006: 25 years — Julian Gonzales, 15 years — David J. Sepulveda, 5 years — Orlando V. Villarreal
January 2006: 20 years — Donald A. Peterson, 10 years — Joe M. Campos, 5 years — Daryl W. Geller, Martin H. Lopez, Andrew L. McQueen, Kenneth R. Tracy
July 2005: 20 years — Emilio L. Gutierrez
June 2005: 20 years — Juan R. Flores, 15 years — William R. Galbreath, 5 years — Hugo A. Deanda, Edwin S. Kloboucnik, Bobby G. Pearson, Carol A. Wearden

San Antonio

February 2006: 20 years — Gregorio G. Aguilar, 10 years — Luis Alcala Jr., John C. Chamberlin, Epifanio Ruiz Jr., 5 years — John F. Brown II, Philip A. Howlett, Darrell W. Jones
January 2006: 20 years — Aubrey E. Sanderson Jr., 15 years — Richard R. Crow, 10 years — Ronnie R. Barron, Rodney K. Cantu, Jennifer Q. Evans, Robert R. Grantham, Theodore J. Olsovsky, 5 years — Emilio J. Blancas, Jason J. Pfeil, Tomas Uresti Jr., Boone I. Waters
July 2005: 25 years — Steven C. Cordell, Jerry W. Reavis, 20 years — Keith A. Braddock, Victor H. Gil, Cheryl J. Waid, 10 years — John P. Gianotti, 5 years — Michael T. Boyd, Roy T. McCue, Theodore G. Rios
June 2005: 25 years — Mary S. Nelson, Martin M. Rocha, 10 years — Diana L. Jordan, 5 years — Jose L. Aguilar, San Juan Guzman

Tyler

February 2006: 25 years — Billy R. Bailey,

Michael C. Blaser, Harold D. Gilley, 20 years — Peggy S. Craft, Glenn H. Green, Mark A. Sturrock, 15 years — Stacie E. Holcomb, 5 years — Jeffrey C. Simmons
January 2006: 20 years — Jerry D. Sims, 15 years — Derwin B. Bolton, 10 years — Matt L. Mitchell, 5 years — James R. Barron, Donna C. West
July 2005: 25 years — Daniel C. Wilbanks, 5 years — Douglas J. Berry
June 2005: 20 years — David M. Boyd, Sherri C. Ralson, 15 years — Willie G. Akin Jr., Hubert D. White Jr., 5 years — Jacques A. Fontenot, Eric W. Hooks

Waco

February 2006: 10 years — Dennis R. Weiss, 5 years — James E. Larocque
January 2006: 20 years — Kenneth K. Krause, 10 years — Ines H. Arriola, 5 years — Gregory S. Davis
July 2005: 35 years — Leslie D. Cook, 20 years — Robert A. Chane, 15 years — Brenda L. Franklin, Billy M. Tweedle, 5 years — Gary L. Allen, Bodie L. Pate
June 2005: 25 years — Harry C. Prince, 20 years — Paul J. Plant, 15 years — Pamela K. Smith, 5 years — Sharon L. Benson, Charles L. Blakely

Wichita Falls

February 2006: 20 years — Guy A. Bindel, 5 years — William D. Butler, Dana M. Lee
January 2006: 20 years — Bobby L. Walker, 5 years — Jason E. Lowe
July 2005: 20 years — Russell A. Stafford, 5 years — Ronnie D. Clark, Gregory A. Gibbs, Larry W. Gooch
June 2005: 35 years — Clifton W. Bell, Jerry B. Davis, 25 years — Davis L. Powell, 20 years — Jerry L. Martin, 5 years — Ronnie L. Wilson

Yoakum

February 2006: 20 years — Aaron K. Gaertner, 5 years — Randy D. Jaquez, Cruz M. Lara Jr.
January 2006: 20 years — Brian C. Schoenemann, Alan W. Sharp, 5 years — Ricky L. Davis
July 2005: 40 years — Hugo H. Richter Jr., 5 years — Kenneth J. Debord
June 2005: 20 years — Randy C. Zimmerman, 10 years — Paul E. Reitz, 5 years — Brandon J. Filla

DIVISIONS

Aviation

February 2006: 20 years — Alan E. Schmidt
January 2006: 15 years — William B. Fuller

Bridge

January 2006: 15 years — Kenneth L. Mullin, 5 years — Manuel B. Carrasco
July 2005: 20 years — Malcolm R. Arnold
June 2005: 5 years — Michelle L. Romage

Construction

February 2006: 20 years — Heberto Gonzalez Jr., 10 years — Hua Chen
January 2006: 5 years — Diana W. Dodd, Margie S. Ray
July 2005: 35 years — Timothy D. Stagg, 25 years — John M. Reedy, 15 years — Stewart H. Dewitt Jr., 5 years — Raymond D. Merritt, Timothy L. West

See Page 14



Service awards

■ Continued from Page 13

June 2005: 25 years — Antonio R. Gonzales Jr., 20 years — Enrique M. Carrales, Roy F. Collins Jr., Eugene E. May Jr., 10 years — James T. Dossett, Joseph P. Leidy, 5 years — Shawn D. Fox

Design

January 2006: 10 years — Laura K. Martin
June 2005: 25 years — Peggy S. Chandler, 10 years — Craig S. Dunning

Environmental Affairs

February 2006: 20 years — Jesus G. Gonzalez, Alfred J. McGraw, Melissa A. Neeley, 5 years — James S. Melton

Finance

February 2006: 25 years — Irasema H. Sanchez, 20 years — Cheryl L. Mazur, 10 years — Diana G. Smith
January 2006: 15 years — Dorn E. Smith
July 2005: 10 years — Nnabugwu W. Ezi
June 2005: 15 years — Thomas A. O'Connor
Elsa Palacios, 5 years — Rachid Ighiouer

General Services

February 2006: 25 years — Lubecca M. Mims, 20 years — Sandra D. Nichols, 15 years — Howard K. Bullard, 5 years — Samuel J. Francis, Paula J. Hundley
January 2006: 15 years — Donald J. Lewis, 5 years — Elizabeth Benavides, Dawn A. Hanson, Nancy A. Keosayan
July 2005: 20 years — Brenda R. Casmire, 15 years — Toby T. Towery
June 2005: 5 years — Cynthia H. Johnson, Kyle M. Josey, Jamie N. Robinson, Larry W. Seiler

Government and Business Enterprises

January 2006: 15 years — Tonia N. Ramirez

Human Resources

February 2006: 5 years — Minnie C. Brown, Candace V. Vargas
January 2006: 5 years — Dalia S. Galindo

Information Systems

February 2006: 10 years — Joseph A. Musil, 5

years — Latasha P. Pennie, Jose C. Silva
January 2006: Barry L. Scott, 20 years — Dorceia J. Smart, 15 years — David C. Flathmann, Brian K. Fuller, Glenn C. Laxson, Soheila R. Thum, 5 years — Bobby Wortham
July 2005: 25 years — Michael E. Kieke, 20 years — Terry L. Marcus, 15 years — James W. Estes, Marilyne D. Rowland, 10 years — David L. Childers, 5 years — David L. Bedrich, Ann V. Nguyen
June 2005: 30 years — Sandra T. Jackson, 25 years — Douglas C. Herold, Neil E. Powell, Jeffrey C. Woodard, 20 years — Thelma Garcia, 15 years — Robert L. Brown, Randall K. McKenzie, William K. Stroman, 5 years — James T. Bunner, Hanh M. Ho, Peter C. Sissons

Maintenance

February 2006: 20 years — James H. Parkhurst, 15 years — Andrew W. Keith, 5 years — Elizabeth S. Purcell
January 2006: 20 years — Michael D. Quimby
July 2005: 15 years — Francis L. Bowers, 5 years — Roel Bazan, Ashraf Mohammad

Motor Carrier

January 2006: 20 years — Marilyn S. Ward
July 2005: 20 years — Patricia S. Biddle
June 2005: 10 years — Kristy J. Schultz, 5 years — Lillie M. Stenbridge

Motor Vehicle

January 2006: 10 years — John R. Dufour

Occupational Safety

February 2006: 15 years — Harold E. Mitchell
January 2006: 15 years — Jerral W. Wyer
June 2005: 25 years — Edwin M. Sims

Public Transportation

February 2006: 20 years — Bobby R. Killebrew

Right of Way

February 2006: 10 years — Lucinda E. Soto
January 2006: 5 years — Timothy C. Anderson, John D. Ewald

Traffic Operations

February 2006: 5 years — Christy M. Perez

January 2006: 20 years — Douglas S. Vollette, 15 years — Gary D. Counts, Ray D. Rutledge, 10 years — Steven R. Barnett
June 2005: 10 years — Judy R. Dean

Transportation Planning & Programming

February 2006: 20 years — Susan L. Templeton
January 2006: 20 years — Charles H. Nations Jr., 15 years — Glen E. Bates, 5 years — Eric L. Smith
July 2005: 25 years — Mark S. Hodges, 10 years — Christopher S. Knobbe, 5 years — John G. Bendele
June 2005: 10 years — Carol Barron

Travel

February 2006: 25 years — Margelete Faulkner, 5 years — Julie A. Jacob
July 2005: 25 years — Samuel A. Martinez
June 2005: 15 years — Staci L. Powers

Vehicle Titles and Registration

February 2006: 5 years — Robert W. Boord, Seberina Palomarez
January 2006: 30 years — Evelyn H. Deal, 25 years — Edith C. Green, 15 years — Mary V. Garcia, Janet L. Reece, Cynthia E. Robinson, 5 years — Margaret Zapata
July 2005: 10 years — Rebecca M. Chapman, 5 years — Allison N. Burgess, Enedina Penn, Mary Sedillo-chacon
June 2005: 25 years — Lisa A. Mendoza, Estela D. Vela, 20 years — Carmen G. Vasquez, 15 years — Carmen Ford, Michael K. Hayes, Virginia F. Love, 10 years — Sandra G. Chamberlain, 5 years — Florence K. Grant, H. M. Marcyes, Lance A. Petri

■ OFFICES

Civil Rights

February 2006: 5 years — Angela K. Richmond

General Counsel

July 2005: 35 years — Diane L. Northam

Research & Technology Implementation

July 2005: 20 years — Willis W. Odell, 15 years — Martha I. Norwood

Letter from the editor

■ Continued from Page 4

Connecting the DOTS — OK, TxDOT has only one DOT in its name, but in reality, we are a lot of DOTS. The Public Information Office is coordinating a communications audit that you'll get a chance to participate in through an on-line survey. (And some of us have been interviewed or will be.)

Conducted by Thompson Marketing of San Antonio, the audit will lead to development of a strategic communications plan for the department.

For more information: <http://crossroads.org/pio/dots.htm> or contact Steve Wright in PIO at 512-475-0941 or swright@dot.state.tx.us

Clarification — The last issue of *Transportation News* referred to State Highway 130 in the Austin District as "the first part of the Trans-Texas Corridor." This is not correct.

One of the many corridors being considered for TTC 35 includes a corridor containing the SH 130 improvements, as well as other proposed improvements and existing facilities. The Tier I environmental study may identify a preferred corridor for TTC 35. If a corridor is identified and selected, another round of studies (Tier II) will be undertaken before any construction could begin on improvements related to TTC 35. A revised issue of the magazine was posted on the TxDOT intranet to accurately reflect the status of the project. ★

() = service years/month of retirement

Exit Ramp

■ DISTRICTS

Amarillo

Dale O. Chick (33/December)
Claude N. Fedric (19/November)

Childress

Jerry E. Taylor (20/December)

Corpus Christi

Joann S. Mireles (28/November)

El Paso

Juan M. Azcarate, Jr. (7/November)

Fort Worth

Bobby J. Barbee (29/December)
Bobby L. Shutter (22/December)
Glen E. Martin (18/December)
Hulen B. Spurrier (6/December)

Houston

Robert W. Gray, Jr. (37/December)
Jack W. Fitzwater (22/December)
Ka W. Ho (14/December)

Laredo

Rebeca S. Gutierrez (26/December)

San Antonio

Daniel M. Arredondo (29/December)
Santos R. Munoz (23/December)

Tyler

Kenneth R. Christian (24/December)

Yoakum

Travis J. Wagner (38/December)

■ DIVISIONS

Construction

Brenda J. Callison (13/November)
Timothy D. Stagg (25/August)

Information Systems

Dan C. Wyly (36/November)

Traffic

Virginia L. Harlow (10/November)

Vehicle Titles and Registration

David K. Isbell (9/December)
Terald D. Houghton (38/November)
Ann M. Willard (12/November)

In Memoriam

Abilene

Burris B. Beaty
Maintenance technician III
retired January 1974
died Dec. 4, 2005

Bryan

Michael A. Carpenter
Environmental specialist IV
died Jan. 11, 2006

Corpus Christi

Rodolfo Olvera Jr.
Construction inspector
died Jan. 18, 2006

Bobby C. Anderson
Maintenance technician
retired April 2000
died Dec. 31, 2005

Isabel J. Samora
Maintenance technician
retired Feb. 1982
died Feb. 19, 2006

Dallas

Robert C. "Cheesy" Blazer
retired May 1987
died Oct. 15, 2005

Note: contrary to a report in the November 2005 issue, Robert's brother, Harold (who also retired in May 1987) survives.

El Paso

Samuel G. Candelaria
Sign Shop supervisor
retired January 1975
died Jan. 7, 2006

Paris

Clemmie Bradford
Maintenance technician III
retired December 1982
died Jan. 21, 2006

San Antonio

David Gonzalez
Engineering technician IV
died Jan. 19, 2006

Yoakum

Adolph Julius Horky
Heavy-equipment operator
retired August 1977
died Jan. 29, 2006

Edward A. Riha
Director of construction
retired May 1987
died Jan. 15, 2006

James S. Loos
retired March 1976
died Feb. 18, 2006

Vehicle Titles & Registration

Frank Grose
Accountant
retired March 1992
died Oct. 10, 2005

Calendar

2005

March

21-23 Const., Pavements, Materials and Env. Waco, CST
22-24 Texas Aviation Conference, Austin, Aviation
28-29 TxDOT Annual Surveyor's Conference, Austin, ISD
30 Annual Surveyor's Coordinator Mtg./Trng., Austin, ISD
30 Commission Meeting, Austin
31 Cesar Chavez Day***

April

9-11 Lifesavers Conference, Austin, TRF
14 Good Friday***
17-21 ATPA Annual Grantee Conf. & Board Mtg., SAT, ATPA
21 San Jacinto Day**
25-26 Maintenance/Traffic Operations Conf., Waco, MNT, TRF
27 Commission Meeting, Brownsville

May

25 Commission Meeting, Austin
29 Memorial Day*

June

5-8 Research Management Committee Meeting, Austin, RTI
14-15 ATPA Board Mtg., and 2007 Grant Review, Austin, ATPA
19 Emancipation Day**
26-28 Design and Bridge Conference, San Antonio, DES
29 Commission Meeting, Austin

July

4 Independence Day*
18 Research Oversight Committee Mtg., Austin, RTI
27 Commission Meeting, El Paso

August

24 Commission Meeting, Austin
27 LBJ's Birthday

September

28 Commission Meeting, Austin

October

19 ATPA Board Meeting, Austin, ATPA
26 Commission Meeting, Denton

November

6-9 Research Management Committee Mtg., Arlington, RTI
16 Commission Meeting, Austin

December

12 Research Oversight Committee Meeting, Austin, RTI
14 Commission Meeting, Austin

* = all agencies closed

** = skeleton crew holiday

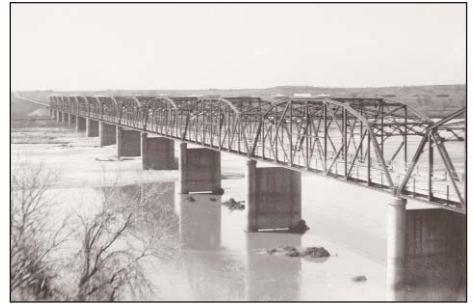
*** = optional holiday (in lieu of any state holiday where a skeleton crew is required)

The complete TxDOT Calendar is on the intranet at
<http://crossroads.org/pio/articles/calendar.htm>

backtracks



The question is not where this weary traveler was headed nor where they've been ... What obstacle is this bridge helping the traveler overcome and where is the bridge located? When was this bridge built? If you have more information about this picture, contact Anne Cook at (512) 486-5838 or by e-mail at acook@dot.state.tx.us



Jim Kindred of the Odessa District identified the **backtracks** photo in the last issue of *Transportation News*. The bridge, opened in 1931, crosses the Red River between Terral, OK. and Ringgold, TX. ☺



Looking Back...

Item — D.C. Greer, State Highway Engineer, was elected president of the Western Association of State Highway Officials at its annual convention in Phoenix, AZ, on April 13. **Photo caption** — Gibb Gilchrist of A&M and State Highway Engineer D.C. Greer exchange thoughts at the annual short course held April 4 through 6 this year in College Station.

— from **Highway News**,
Texas Highway Department newsletter, March 1956



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